

Transit in Transition

Can we achieve a sustainable future for public transit
in the San Francisco Bay Area?



Metropolitan Transportation Commission
2009 Annual Report

Metropolitan Transportation Commission

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2009 Annual Report

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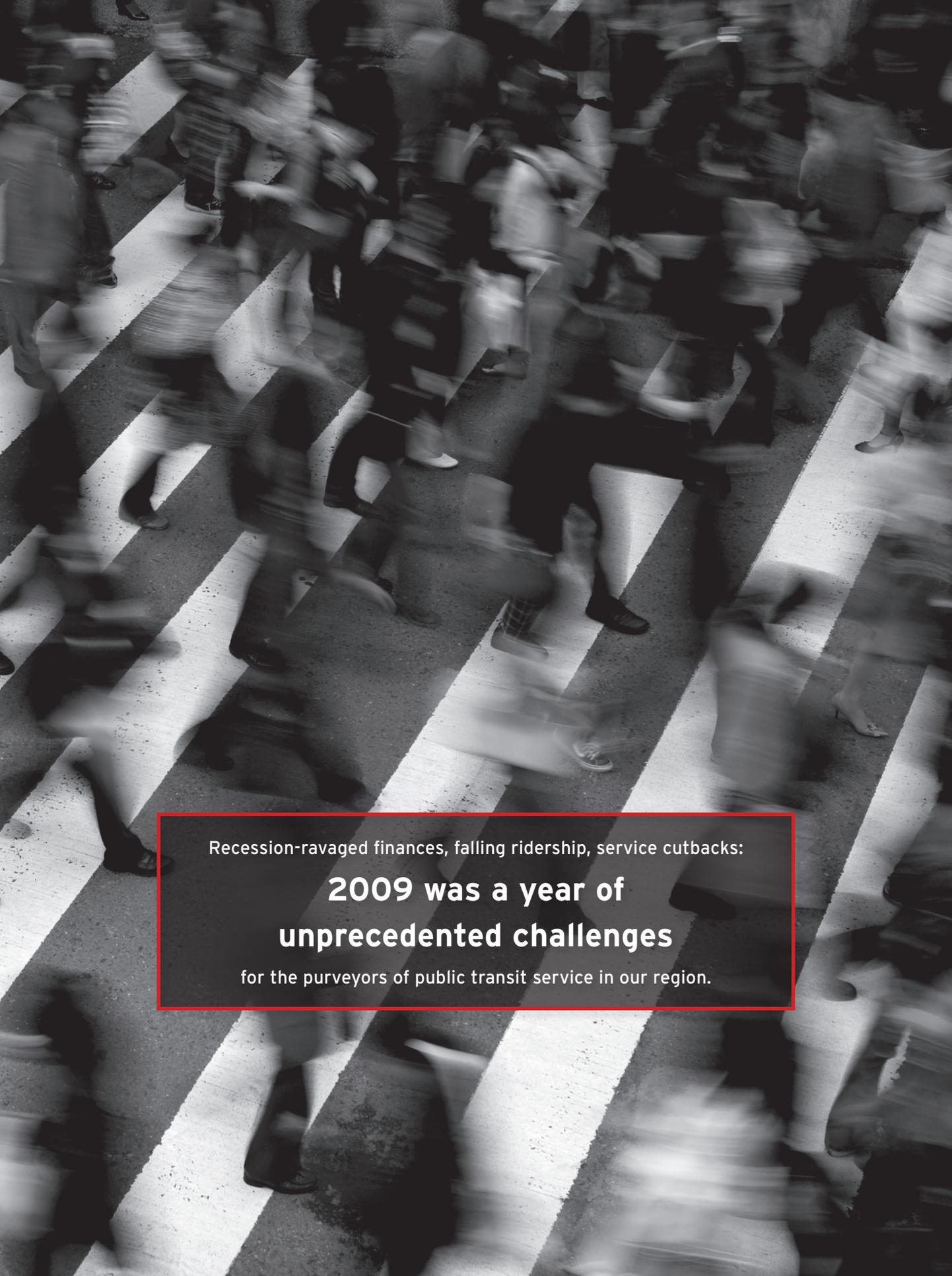
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Metropolitan Transportation Commission

Planning, financing, coordinating and improving transportation
in the nine-county San Francisco Bay Area



Recession-ravaged finances, falling ridership, service cutbacks:

2009 was a year of unprecedented challenges

for the purveyors of public transit service in our region.

Letter From the **Executive Director**

The first and most candid reaction of anyone who looks back to the year just passed is to breathe a big sigh of relief that it is over. I know that is my own feeling. That is not to say that the Metropolitan Transportation Commission and its sister agencies, the Bay Area Toll Authority and the Service Authority for Freeways and Expressways, can't point with pride to genuine accomplishments and positive transportation developments. We certainly can.

From our speedy and efficient efforts to funnel hundreds of millions of dollars in American Recovery and Reinvestment Act funds to Bay Area projects such as the Doyle Drive replacement project in San Francisco, to the rollout of the TransLink® transit-fare smart card on both the BART and Caltrain systems, to the opening of a new bicycle/pedestrian path on the Benicia-Martinez Bridge – and countless other steps to improve travel options for Bay Area residents – 2009 was a year of progress on many fronts. (We highlight our achievements in “2009: The Year in Headlines” on pages 20 and 21.)

But we cannot ignore the grim backdrop of recession and fiscal crisis against which even the brightest successes look dim. In the end, it was a year where more was lost than gained, and we would do well not to glide over it too easily in retrospect.

Yet amid the difficulties – indeed, because of them – something very important was gained. We can now see with greater clarity the challenges that confront us. Nowhere is the challenge more urgent and the need for creative new solutions more evident than in our public transit sector. It is to this subject we turn in our annual report. In the pages that follow, we describe transit's predicament and outline an important new initiative to secure a sustainable future for this crucial segment of the regional transportation network. I invite you to read “Transit in Transition,” and I hope that we can work together to promote transit sustainability in the Bay Area.

For without a sustainable public transit system, the region's still enviable quality of life is at risk.

Steve Heminger, *Executive Director*

Transit in Transition

Can We Achieve a Sustainable Future for Public Transit in the San Francisco Bay Area?



TRYING TIMES FOR TRANSIT

The dawning of a new decade can be a hopeful event, prompting us to take a more optimistic view of things than we otherwise might. But this innocent instinct has no traction against the stubborn and stark reality now facing a key linchpin of our regional transportation network. There is no way to sugarcoat it: These are difficult, daunting days for public transit in the Bay Area.

Always precarious even in the best of times, the finances of our region's transit operators have been ravaged by the severe recession that gripped the region and the nation in 2009. The sharp rise in unemployment caused transit ridership to fall, as fewer workers boarded buses, trains and ferries. Meanwhile, as overall economic activity contracted, sales tax receipts fell dramatically, reducing local and state transit funding from this heavily relied-upon source

of revenue. Add to these serious problems the California Legislature's commandeering of State Transit Assistance moneys – funds dedicated by law for public transit – to help stanch the river of red ink that seems to flow perpetually from our state's budget, and you can begin to understand why 2009 was a year of unprecedented challenges for the purveyors of public transit service in our region.

Facing big holes in their budgets, transit operators scrambled to cut costs and raise revenues.

- In the East Bay, AC Transit approved an 8 percent service cutback and raised fares to help shrink a \$57 million deficit. (A more drastic service cut of 15 percent was avoided only when MTC permitted AC Transit to reallocate \$35 million in capital funds to keep more buses running on the street.) Layoffs and a hiring freeze were also part of the painful package.
- To attack a gaping \$129 million deficit, the San Francisco Municipal Transportation Agency cut \$77 million from its budget by eliminating positions and other belt-tightening moves, while raising Muni fares and parking fines to generate a hoped-for \$52 million in new revenues. Layoffs also were announced. In addition, Muni implemented major service changes to its system, cutting some routes, rerouting others, and reducing service hours or frequencies on still others.



In 2008-09, it cost in excess of
**\$2 billion to run the region's bus,
train and ferry network;**
only \$682 million of that came from the farebox.



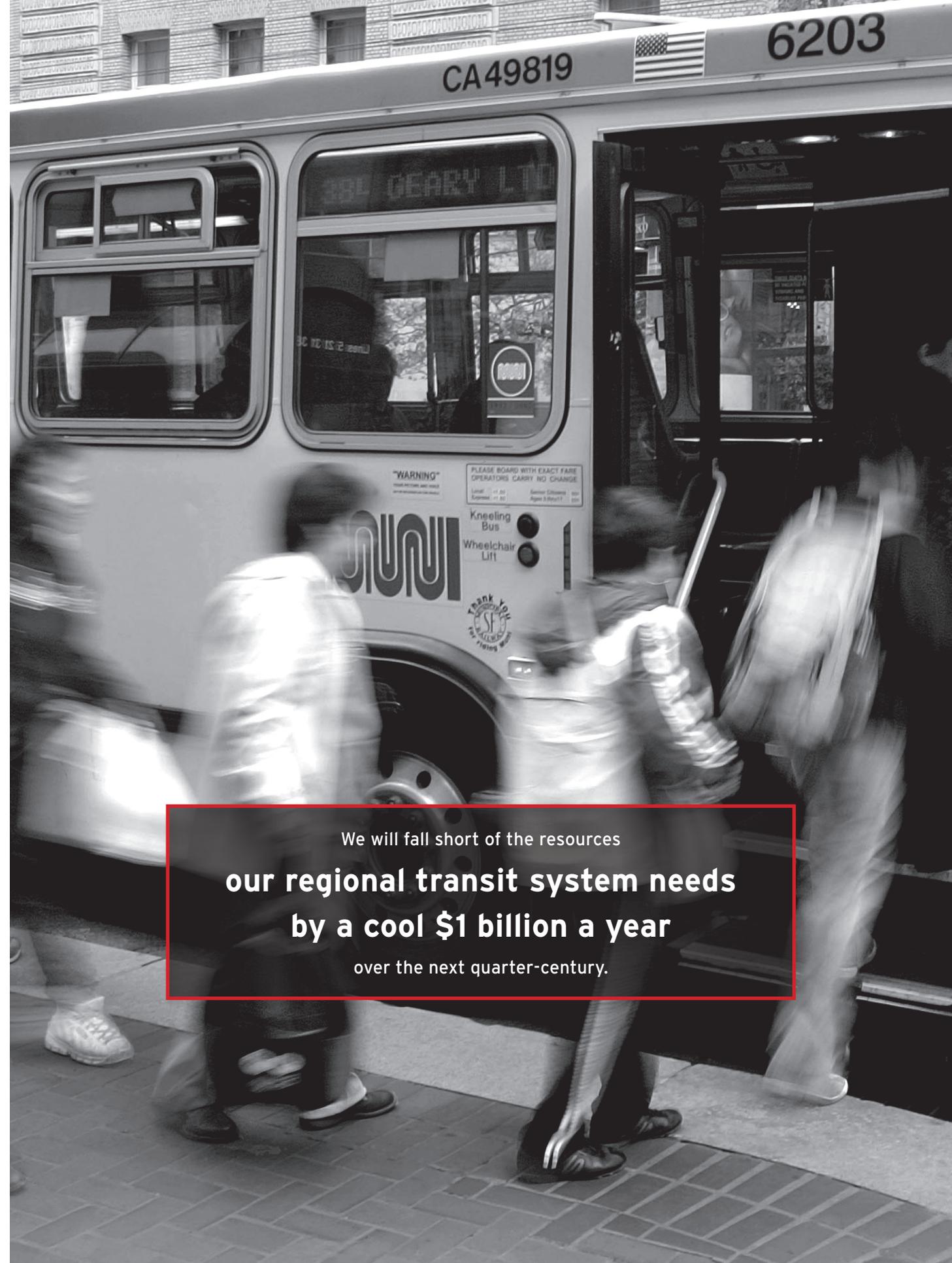
“While confronting the current budgetary shortfalls we must look for opportunities to make positive changes. I applaud MTC’s efforts to foster a discussion on real and lasting solutions to the problems we face.”

NATHANIEL P. FORD, SR. – Executive Director/CEO, San Francisco Municipal Transportation Agency

• And in the South Bay, the Santa Clara Valley Transportation Authority (VTA) raised fares and aggressively cut costs – including an 8 percent service reduction, a freeze on wages and hiring, unpaid furloughs, deferral of new vehicle purchases and other strategies – to address a large budget deficit. In addition, the VTA board authorized an ad hoc committee to recommend strategies for long-term budget savings.

Despite these measures, the three operators still face serious budgetary challenges. And they are not alone; dire financial scenarios confront most if not all of the Bay Area’s two dozen-plus public transit operators. (In fact,

that there are 28 transit operators in our region plays some part in the financial problem.) Like Muni, AC Transit and VTA, other operators are reluctantly resorting to fare hikes and service cutbacks in a bid to remain viable and survive the current calamity. While this may be an unavoidable step, it is also a worrying one. A strategy of reducing service and raising prices in the face of the recent weakening of demand is an almost surefire way to lose still more customers. It is clearly not a formula for success over the long term – not for the operators themselves and certainly not for the riders. But such are the circumstances we now face. We say it again: Bay Area public transit is in crisis.



We will fall short of the resources
our regional transit system needs
by a cool \$1 billion a year
over the next quarter-century.

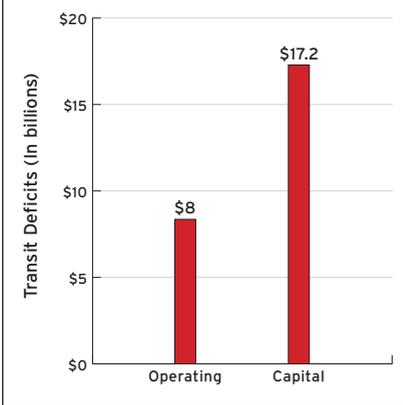
**ANOMALY OF THE MOMENT,
OR OMEN OF THE FUTURE?**

Yet as recently as 2008, transit ridership recorded its fourth straight year of growth in the Bay Area, surpassing 500 million annual boardings for the first time since fiscal year 2001-02. With the economy still running on the fumes of its debt-fueled boom, and Bay Area gasoline prices cresting at over \$4.50 a gallon, transit operators had the wind at their backs in fiscal year 2007-08. Commuters – and there were still plenty of them – were more than happy to stow their cars and give the bus a try, or the train, or the ferryboat. The momentum was on transit’s side. But the collapse of the financial markets in late 2008 and the sharp recessionary aftermath changed that in a hurry.

Since the onset of transit’s current troubles has been so sudden and acute, might it be reasonable to assume that as the economy improves, so will the fortunes of our transit operators? Unfortunately, the answer is no. This is only the latest and most severe outbreak of a lingering malady

afflicting our transit system, which is overburdened with responsibilities and under-equipped to deal with them. Thus, transit’s current difficulties are akin to a spike

Projected Transit Deficits – 2009-2033



in the fever of a patient who was already ill, although the symptoms had been brought under control for a time. When the fever passes, this patient will not be restored to good health. Unless fundamental changes are made, the underlying, chronic conditions will reappear, and all energies will be channeled into the struggle to cope, with no real hope of thriving. And for the Bay Area to thrive, public transit must thrive as well.

Some will wonder if our public transit system can’t just go back to muddling through – straining to provide high levels of all-too-often underutilized services, dependent upon generous transfusions of public funds, and hostage to the economic and political forces that determine them – as it somehow has managed to do for the last several decades. The answer again is no. By several measures, the long-term prognosis points to decline, not stability.



A strategy of
reducing service and raising prices
 in the face of the recent weakening of demand
 is an almost surefire way to lose still more customers.

SHORTFALL OF FUNDS, PERFORMANCE

For starters, we simply don't have enough money to fund our Bay Area transit system – not just today, but in the future as well. The long-range regional transportation plan adopted by the Commission in April 2009, *Transportation 2035: Change in Motion*, forecasts a huge, \$25 billion shortfall in transit funding between now and the year 2033 (see chart on page 8). On the operating side, our projections show a cumulative deficit of \$8 billion, which is almost 10 percent of the overall operating costs of the system. The outlook is even worse on the capital side, where available revenues to replace worn-out vehicles and the like are expected to come in \$17 billion shy of our projected needs, a deficit amounting to over 40 percent of the total needed. Looking at it another way, we will fall short of the resources our regional transit system needs by a cool \$1 billion a year over the next quarter-century.

And when we look at the results of the transit investments we have been able to make in recent years, we find a shortfall of a different, but equally troubling kind: a shortfall in performance. Since 1997, total transit costs in the Bay Area have increased by 52 percent, after factoring out inflation (see chart on page 12). But during that



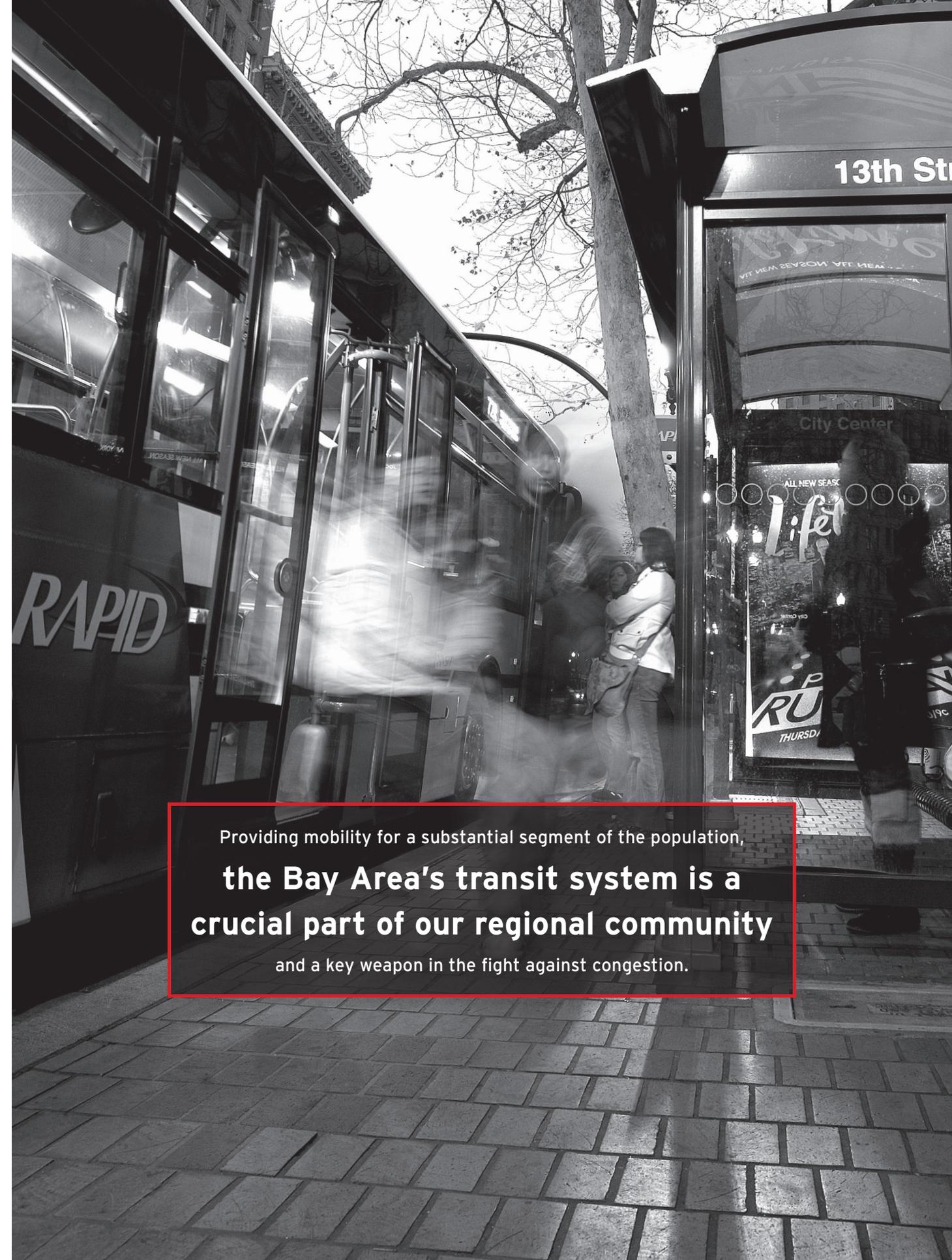
The Bay Area News Group presented an in-depth look at the difficulties facing the region's transit operators in "Running on Empty: Bay Area Transit in Trouble," a comprehensive, five-part series published in January 2010. To view the series, visit www.mercurynews.com/search/ci_14142243.

period, revenue hours of transit service rose by only 16 percent, and ridership grew by only 7 percent. That is a terrible return on our region's transit investment, and it should cause us to think long and hard before committing future funds to such a low-yield strategy. Because even if we as a region could somehow find more money to devote to transit, we would have an obligation to make sure we use that money wisely to attract new riders.

Transit's pressing budgetary woes may be sobering, but these longer-term indicators are truly alarming. If allowed to continue, these trends would eventually threaten the very viability of the Bay Area's transit system. After a careful assessment of transit's troubling prospects during the development of the *Transportation 2035 Plan* in 2008 and

"We have streamlined service and reduced costs to cope with a pressing financial crisis. But we must still confront the longer-range challenges that cloud the future of transit in our region."

MARY KING – Interim General Manager, AC Transit



Providing mobility for a substantial segment of the population,
the Bay Area's transit system is a crucial part of our regional community
and a key weapon in the fight against congestion.

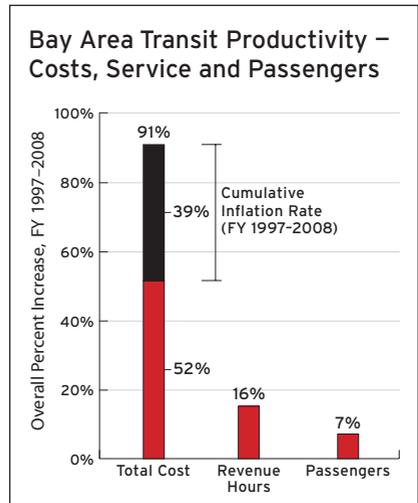


With the stakes this high, the prospect of an unsustainable transit system is simply an unacceptable alternative. To put it in military terms, failure is not an option.

We declare the current transit system to be unsustainable, but we do not claim that it is on a path of irreversible decline. We do not believe that. Indeed, we call this annual report “Transit in Transition” to point away from disaster and toward a more hopeful outcome. Taking this perspective, we see the Bay Area transit system today as going through a particularly difficult phase in a necessary passage to a better future. We don’t yet know what this future will look like, but we have resolved to help bring it into being.

TACKLING TRANSIT SUSTAINABILITY

The Metropolitan Transportation Commission is launching a new Transit Sustainability Project to seek – over the course of the next two years – the right mix of solutions to our current transit dilemma. It will be a comprehensive effort, grounded in rigorous, fact-based analysis and targeted at three key areas that we have identified as the central underpinnings of a sustainable future for transit. These are: service design, cost containment and institutional arrangements.

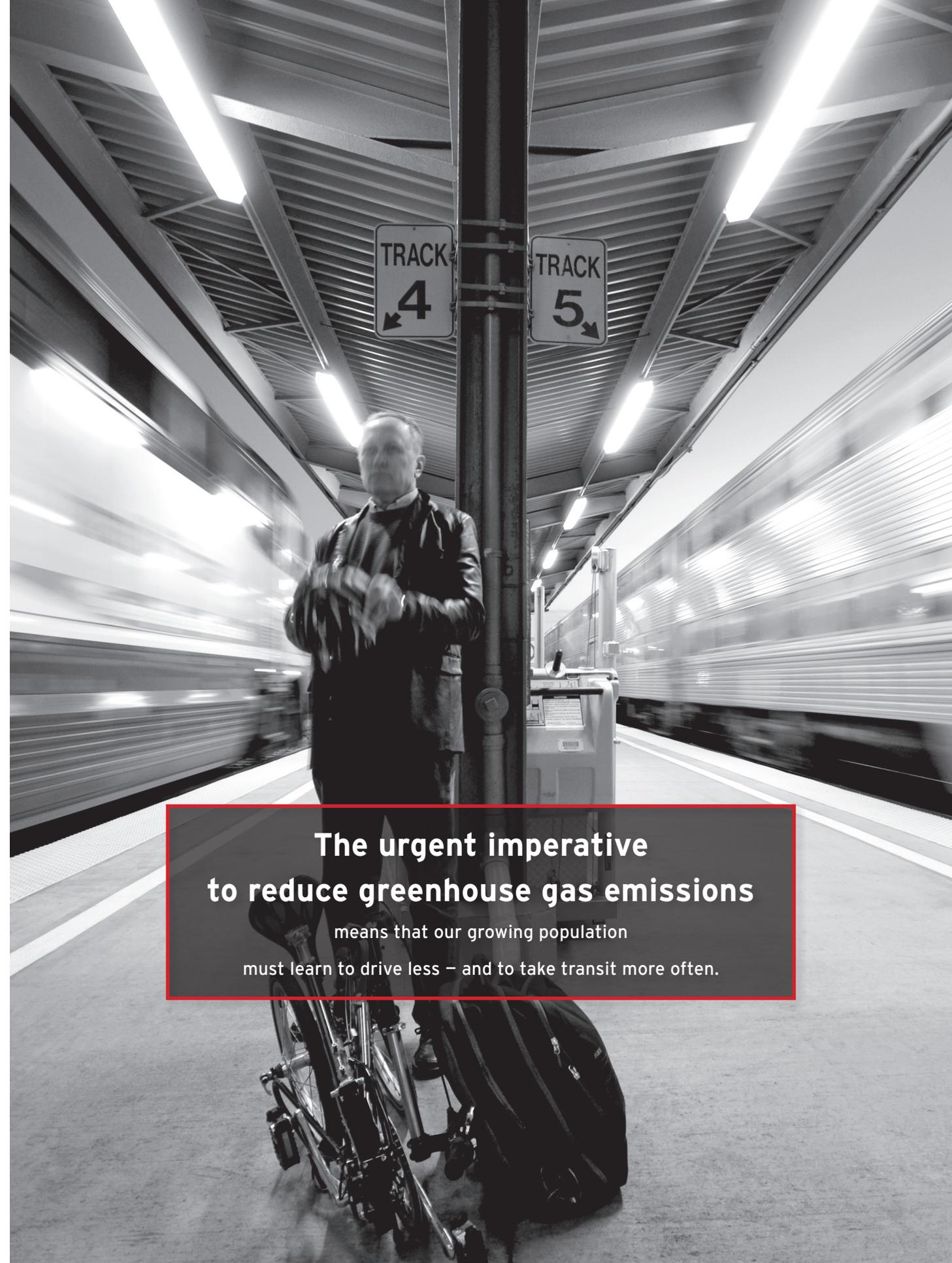


early 2009 – even before the worst shocks of the current crisis began to be felt – the Commission reached a perhaps inevitable conclusion: “The current transit system is not sustainable.”

UNSUSTAINABLE IS UNACCEPTABLE

But it must be sustained.

Providing mobility for a substantial segment of the population, the Bay Area’s transit system is a crucial part of our regional community and a key weapon in the fight against congestion on the roads and highways. And its importance will only grow in the future. The urgent imperative to reduce greenhouse gas emissions means that our growing population must learn to drive less – and to take transit more often. For this massive travel shift to occur, a move toward more focused regional growth also will be necessary. But to support this move, an efficient, effective, convenient and reliable transit system has to be in place.



The urgent imperative to reduce greenhouse gas emissions
 means that our growing population must learn to drive less – and to take transit more often.



“The existing business model doesn’t work anymore. It’s not sustainable. We’ve got to find new and better ways to meet the needs of our transit customers.”

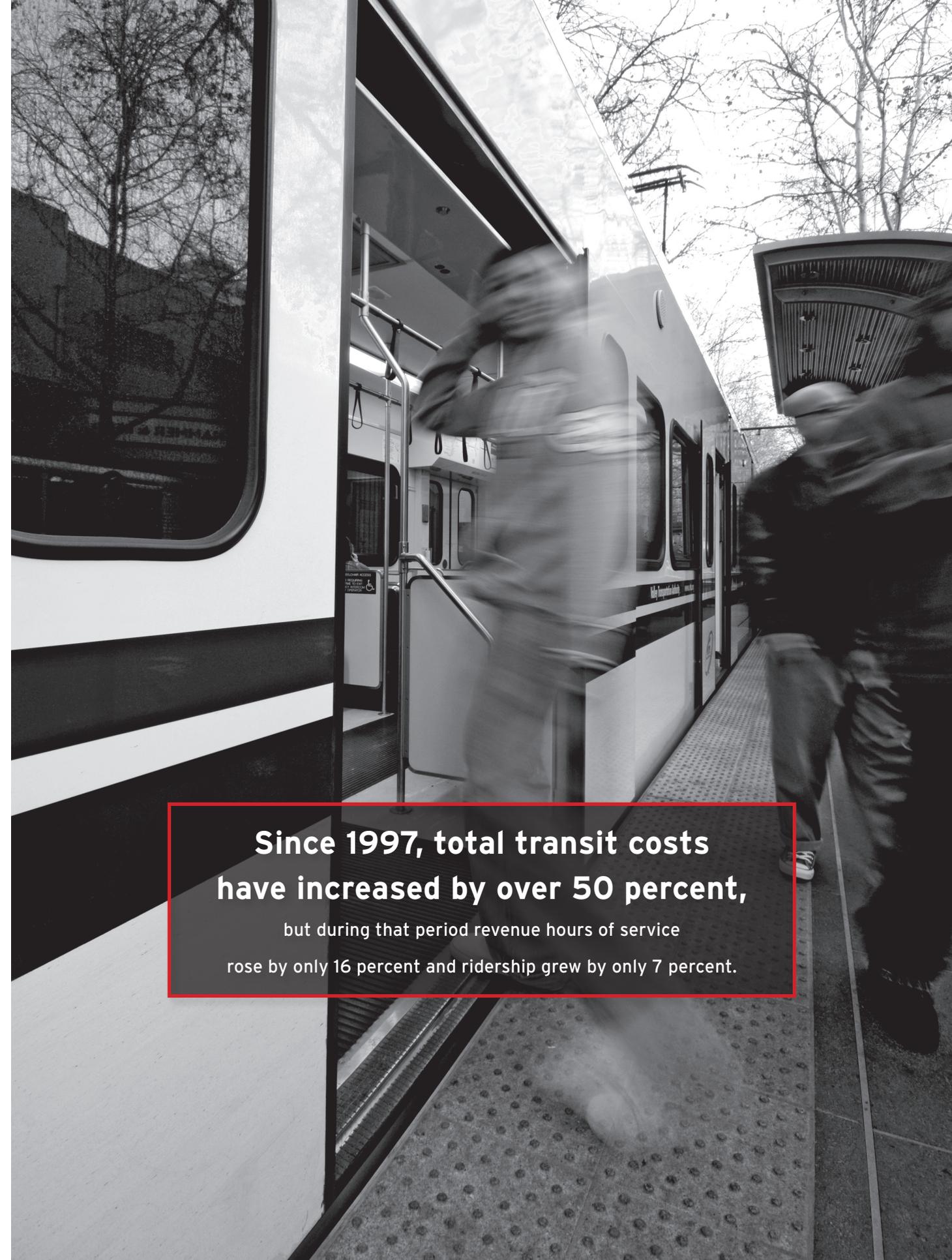
MICHAEL T. BURNS – *General Manager, Santa Clara Valley Transportation Authority*

Along with proposed reforms – but not a substitute for them – there will certainly be a need for additional resources to secure a future of true sustainability. So, broadly speaking, we envision a “Reform and Revenue” agenda – and in that order of importance. There can be no shortcut to, or shortchanging of, the path of genuine and lasting stability for our regional transit system.

The Bay Area’s transit system operates under the difficult combination of unpredictable revenue sources and an unsustainable cost structure on the one hand, and underpriced auto alternatives and insufficiently transit-supportive land uses on the other. Transit operators struggle to satisfy the public’s expectation of comprehensive, fixed-route

service to even far-flung locations – whether or not ridership levels make such service truly feasible. We have multiple layers of decision-making and service delivery – 28 separate transit agencies, each with its own board, staff and operating team – that confound efforts to deliver a regional system that passengers can understand and effectively navigate, and that can keep pace with changes in demand. And at times we – as a region and as a Commission – have made decisions to invest in system expansion when reinvesting in the existing system might have been the wiser choice.

Despite these factors, the region has a significant opportunity and responsibility to change course, and can do so if it chooses to take the



Since 1997, total transit costs have increased by over 50 percent,
but during that period revenue hours of service rose by only 16 percent and ridership grew by only 7 percent.

necessary actions. The Commission recognizes that difficult decisions will be needed, and we believe that these should be guided by a constructive and inclusive regional discussion about change.

TAKING GUIDANCE, SEEKING INPUT

We stress the objective, analytical nature of this undertaking, and in doing so we draw inspiration from agency-specific reviews that have borne fruit for two of our region's transit operators. The Comprehensive Operations Analysis performed by Santa Clara County's Valley Transportation Authority in 2007 and San Francisco Muni's 2008 Transit Effectiveness Project both sought to identify low-productivity operations and options for redeploying assets to improve service. Both have pointed the way to a more rational system.

We recognize that a successful outcome for this project also will depend on the active involvement of stakeholders and input from the public – especially transit riders. The Commission will

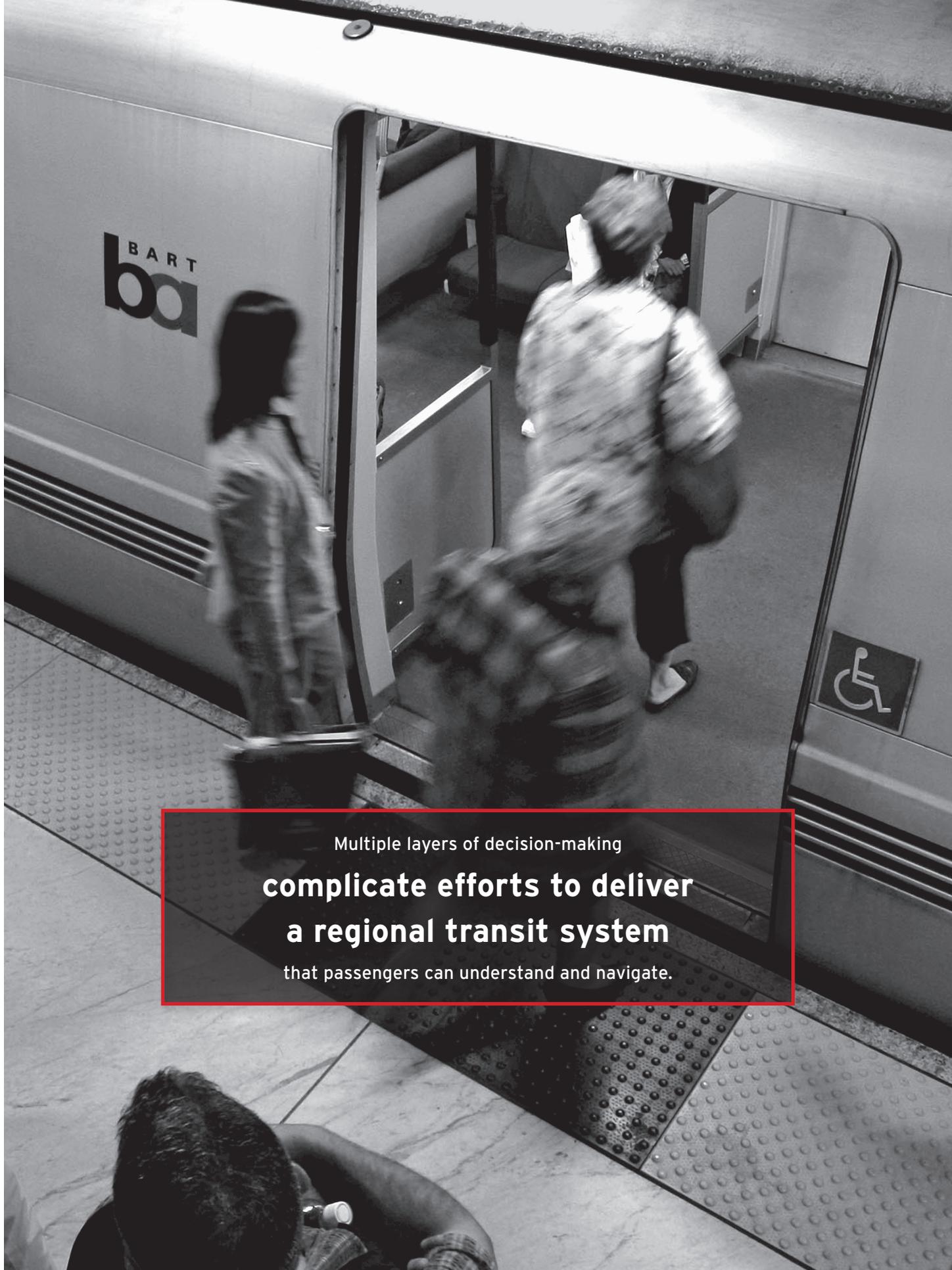


engage stakeholders through a formal advisory structure and through outreach to transit policy-makers at key milestones. As the Commission does not have the experience of directly operating transit service, we will look to Bay Area transit agency staff and independent consultants for critical expertise.

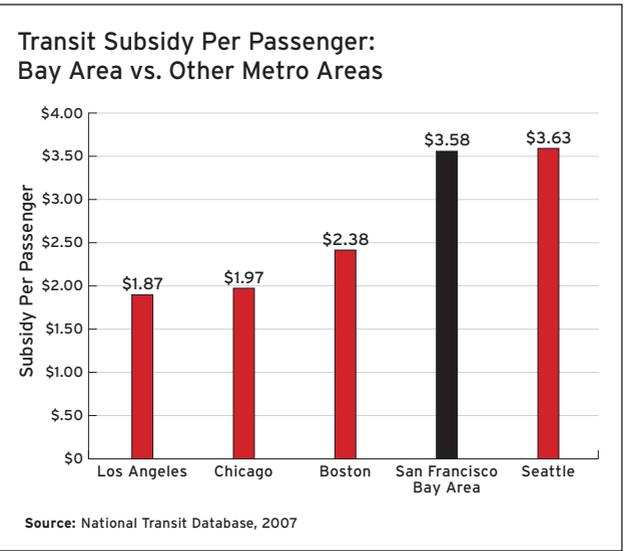
As well, the Commission will use this project to educate and engage the region's residents about the challenges and opportunities for change. By means of public meetings, focus groups and surveys, we will ask them to help us define transit system objectives, and we will gauge their response to project recommendations.

MAKING THE TRANSITION

In recent years, MTC has strived in various ways to improve the customer experience for transit riders. Through our 511 telephone and Web service, we provide helpful, up-to-date (in some cases,



Multiple layers of decision-making
**complicate efforts to deliver
 a regional transit system**
 that passengers can understand and navigate.





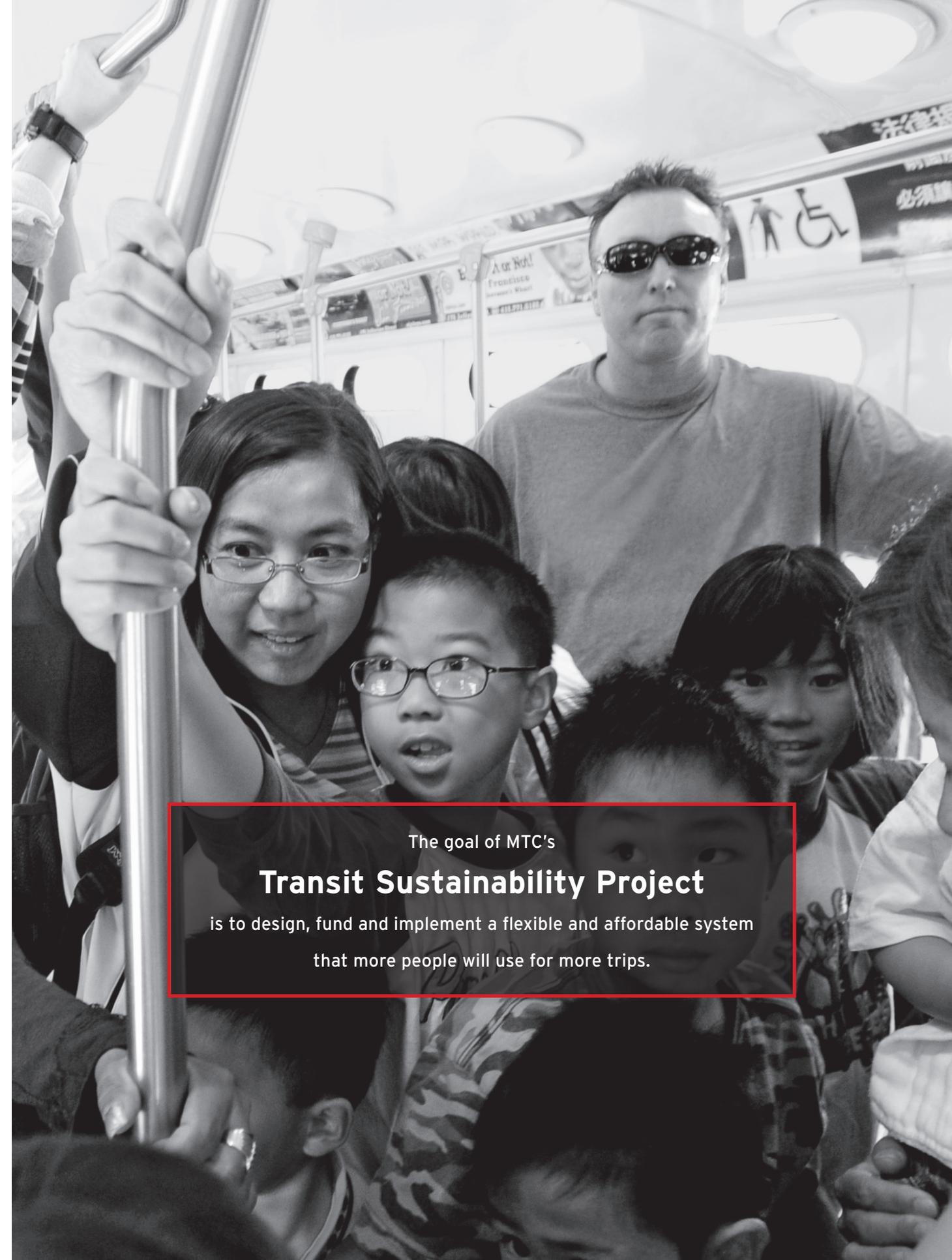
up-to-the-minute) information on transit schedules and routes. By spearheading the TransLink® smart card universal fare instrument – now fully operational on AC Transit, BART, Caltrain, Dumbarton Express, Golden Gate Transit and Ferry, and all San Francisco Muni vehicles except cable cars (and soon to expand to SamTrans and the Valley Transportation Authority) – we have helped take the hassle out of interoperator transfers, while simplifying the fare-payment process as a whole. And we are in the beginning stages of a significant effort to install helpful, visually attractive informational signage at key transit hubs throughout the region.

But in embarking on this new Transit Sustainability Project, we have in mind something more far-reaching and fundamental. At the outset, we have more questions than answers as to how the region's transit system can be repositioned to achieve higher levels of efficiency and service effectiveness. The goal is to design, fund and

implement a flexible and affordable system that more people will use for more trips. It is no small task, and we undertake it with full awareness of the difficulties and potential political pitfalls. But we tackle it with enthusiasm and optimism nevertheless.

This time of crisis and challenge can be a transformative moment for Bay Area public transit. In league with transit operators, advised by the public and other stakeholders, and on behalf of the region's transit riders, MTC will do its best to help make the necessary transition to a transit system suited to the needs of the 21st century. We pledge our patience and perseverance, and we invite your participation and support.

Background information on the Commission's new Transit Sustainability Project – and the crisis facing Bay Area transit – is available at: www.mtc.ca.gov/transit_sustainability



The goal of MTC's
Transit Sustainability Project
is to design, fund and implement a flexible and affordable system
that more people will use for more trips.

Metropolitan Transportation Commission

2009: The Year in Headlines

JANUARY 2009

The Commission authorizes the purchase of \$200 million in state bonds to **rescue 10 Bay Area freeway construction projects** – most involving carpool lanes – threatened by the state budget crisis.

FEBRUARY 2009

With the opening of the Harrison Street off-ramp in San Francisco, the six-year, \$455 million **seismic retrofit of the West Approach to the San Francisco-Oakland Bay Bridge**

is declared officially complete by MTC's Bay Area Toll Authority (BATA) and its partners on the Toll Bridge Program Oversight Committee, Caltrans and the California Transportation Commission.

FEBRUARY 2009

Just days after President Obama signs the \$787 billion American Recovery and Reinvestment Act, **MTC adopts a \$490 million stimulus spending plan**, directing nearly 80 percent of the funds to rehabilitation of the region's public transit and local street and road system.

MARCH 2009

An immense, barge-mounted crane dubbed the **Left Coast Lifter arrives in San Francisco Bay** from Shanghai to do the heavy lifting for the signature tower element of the new East Span of the San Francisco-Oakland Bay Bridge, a seismic safety project overseen by BATA and its partners on the Toll Bridge Program Oversight Committee.

APRIL 2009

A two-year planning and outreach effort culminates in MTC's adoption of the **Transportation 2035 Plan for the San Francisco Bay Area**, which specifies how some \$218 billion in anticipated federal, state and local transportation funds will be spent in the nine-county region over the next 25 years. The plan launches a new climate change initiative and calls for establishing a Bay Area Express Lane Network that would allow carpools and toll-paying solo drivers to bypass traffic. View at www.mtc.ca.gov/t2035.

MAY 2009

MTC and its cosponsors credit climate change consciousness and good weather for the region's **highest-ever Bike to Work Day participation**.

An estimated 204,000 people pedal to work on the designated day, up 36 percent over the prior year.

JUNE 2009

State, regional and local officials gather to celebrate **the 20th anniversary of the founding of the Bay Trail**, a work in progress that eventually will encircle the region's shoreline with a bicycle/pedestrian trail. MTC has been a major financial contributor to the planning and construction of the Bay Trail.

JUNE 2009

A state-of-the-art, low-emission ferry begins service on the Harbor Bay line between Alameda and San Francisco. The catamaran-style ferry is the second of two purchased with \$17 million in Regional Measure 2 bridge toll funds allocated by MTC.

JULY 2009

MTC's 511 Transit site is named **one of 10 great government Web sites nationwide for 2009**

by *Government Computer News*. Hailed as a "heroic act of interagency coordination," the site (www.transit.511.org) offers online trip planning as well as route, fare and schedule data for dozens of transit operators throughout the Bay Area and Northern California.

AUGUST 2009

BART and Caltrain become the fourth and fifth (respectively) major Bay Area public transit systems to **launch TransLink®, the convenient, high-tech way to pay for transit rides**. Spearheaded by MTC, the TransLink® smart card carries value and passes, and is also in use on San Francisco Muni, AC Transit, and Golden Gate Transit and Ferry.

AUGUST 2009

A bicycle/pedestrian path opens on the Benicia-Martinez Bridge, signaling completion of a makeover and expansion of this connection between Contra Costa and Solano counties. The Bay Area Toll Authority contributed \$50 million in Regional Measure 1 bridge toll funds to reconfigure the older of the twin spans and to add the two-mile-long bike lane, a key link in the region's Bay Trail.

SEPTEMBER 2009

Regional and local officials gather for the **groundbreaking for the subway portion of BART's Warm Springs extension**, a long-awaited 5.4-mile project that will bring the regional rail system significantly closer to San Jose. MTC is contributing \$294 million in bridge toll moneys from Regional Measure 1 and Regional Measure 2 for the \$890 million extension project.

SEPTEMBER 2009

The replacement of the East Span of the San Francisco-Oakland Bay Bridge

passes another milestone over Labor Day weekend when a 3,600-ton truss – the last piece of a temporary traffic bypass – is smoothly rolled into place under the watchful eyes of BATA, Caltrans and the California Transportation Commission, as well as the region's media.

OCTOBER 2009

On the 20th anniversary of the catastrophic Loma Prieta earthquake, MTC officials join with Speaker of the House Nancy Pelosi and partner agencies to mark the beginning of the **reconstruction of Doyle Drive**, San Francisco's approach to the Golden Gate Bridge. MTC has committed \$80 million in bridge toll funds toward the \$1 billion seismic safety project to replace the more than 70-year-old facility with a landscaped parkway.

NOVEMBER 2009

BATA unveils plans for retrofitting the Dumbarton and Antioch bridges to bring them up to modern earthquake safety standards. BATA also explores options for covering the \$750 million cost of the retrofits with bridge toll hikes, soliciting input via public hearings.

DECEMBER 2009

A cargo ship sets sail from China laden with the **first deck sections for the crowning piece of the new Bay Bridge East Span**, the bold and distinctive self-anchored suspension span. The shipment caps three years of intensive steel fabrication in Shanghai, under the close supervision of BATA, Caltrans and the California Transportation Commission.

MTC Allocations

Approved for local agencies and jurisdictions for fiscal year 2008-09 (unaudited)

Recipients	Local/Regional					Toll Bridge Revenues ^(b)			State		Subtotals			Total
	Transportation Development Act			AB 1107 ^(a)		Transit Operations	Transit Capital	Other Capital	State Transit Assistance		Transit Operations	Transit Capital	Other Capital	
	Transit Operations	Transit Capital	Streets and Roads	Pedestrian and Bicycle	Transit Operations				Transit Capital	Transit Operations				
Transit Agencies														
Alameda-Contra Costa Transit District (AC Transit)	\$ 49,191,198	\$ -	\$ -	\$ -	\$ 34,000,000	\$ 9,812,151	\$ 3,050,895	\$ -	\$ 15,136,169	\$ 16,000	\$ 108,139,518	\$ 3,066,895	\$ -	\$ 111,206,413
Bay Area Rapid Transit District (BART)	-	-	-	-	-	-	176,625,287	-	801,024	-	801,024	176,625,287	-	177,426,311
Caltrain/Joint Powers Board	-	-	-	-	-	-	1,036,630	-	-	5,418,885 ^(c)	-	6,455,515	-	6,455,515
Central Contra Costa Transit Authority (County Connection)	16,733,668	534,625	-	-	-	562,866	1,278,300	-	3,392,675	-	20,689,209	1,812,925	-	22,502,134
Eastern Contra Costa Transit Authority (Tri Delta Transit)	11,328,554	150,000	-	-	-	531,835	366,030	-	3,222,416	-	15,082,805	516,030	-	15,598,835
Fairfield/Suisun Transit	4,408,036	1,566,636	-	-	-	711,035	-	-	451,138	-	5,570,209	1,566,636	-	7,136,845
Golden Gate Bridge, Highway & Transportation District	13,507,880	-	-	-	-	2,492,528	-	-	3,742,662	-	19,743,070	-	-	19,743,070
Livermore Amador Valley Transit Authority (Wheels)	7,996,247	866,877	-	-	-	101,500	422,460	-	1,850,863	-	9,948,610	1,289,337	-	11,237,947
Napa County Transportation & Planning Agency	6,195,565	-	-	-	-	101,740	-	-	876,433	-	7,173,738	-	-	7,173,738
San Francisco Municipal Transportation Agency (Muni)	33,281,800	-	-	-	34,000,000	2,687,501	7,168,302	-	19,619,870	-	89,589,171	7,168,302	-	96,757,473
San Mateo County Transit District (SamTrans)	29,042,679	-	-	-	-	101,500	1,371,049	-	1,914,611	-	31,058,790	1,371,049	-	32,429,839
Santa Clara Valley Transportation Authority (VTA)	73,356,600	-	-	-	-	-	-	-	6,483,190	-	79,839,790	-	-	79,839,790
Santa Rosa CityBus	5,051,470	-	-	-	-	-	-	-	1,055,908	-	6,107,378	-	-	6,107,378
Sonoma County Transit	8,010,409	534,375	-	-	-	-	-	-	2,424,875	-	10,435,284	534,375	-	10,969,659
Union City Transit	2,347,972	785,226	-	-	-	-	172,419	-	327,169	-	2,675,141	957,645	-	3,632,786
Vallejo Transit	5,465,821	-	-	-	-	7,209,772	8,639,728	-	2,606,836	-	15,282,429	8,639,728	-	23,922,157
Water Emergency Transportation Authority	-	-	-	-	-	4,350,000	6,000,000	-	-	-	4,350,000	6,000,000	-	10,350,000
Western Contra Costa Transit Authority (WestCAT)	2,793,326	554,602	-	-	-	567,244	35,398	-	2,536,288	538,702	5,896,858	1,128,702	-	7,025,560
Subtotal	\$ 268,711,225	\$ 4,992,341	\$ -	\$ -	\$ 68,000,000	\$ 29,229,672	\$ 206,166,498	\$ -	\$ 66,442,127	\$ 5,973,587	\$ 432,383,024	\$ 217,132,426	\$ -	\$ 649,515,450
Counties/Regional Agencies/Other														
Alameda County ^(d)	48,679	-	-	1,155,816	-	1,503,546	3,360,421	-	-	-	1,552,225	3,360,421	1,155,816	6,068,462
Contra Costa County ^(d)	-	-	-	730,375	-	-	40,000,000	2,000,000	-	-	-	40,000,000	2,730,375	42,730,375
Marin County ^(d)	-	-	-	1,019,000	-	-	-	4,400,000	-	-	-	-	5,419,000	5,419,000
Napa County	-	-	-	-	-	-	-	-	-	-	-	-	-	-
City and County of San Francisco ^(d)	-	-	-	450,000	-	-	-	-	-	-	-	-	450,000	450,000
San Mateo County ^(d)	-	-	-	760,975	-	-	-	-	-	-	-	-	760,975	760,975
Santa Clara County ^(d)	-	-	-	1,670,134	-	-	-	-	-	-	-	-	1,670,134	1,670,134
Solano County ^(d)	2,303,528	2,044,434	583,390	456,000	-	-	6,927,000	18,204,000	236,820	-	2,540,348	8,971,434	19,243,390	30,755,172
Sonoma County ^(d)	1,286,001	180,000	-	548,500	-	-	-	-	482,167	-	1,768,168	180,000	548,500	2,496,668
Metropolitan Transportation Commission	-	-	-	-	-	-	2,936,000	-	13,009,921	1,520,330	13,009,921	4,456,330	-	17,466,251
Transbay Joint Powers Authority	-	-	-	-	-	-	39,100,000	-	-	-	-	39,100,000	-	39,100,000
California Department of Transportation	-	-	-	-	-	-	-	950,000	-	-	-	-	950,000	950,000
Association of Bay Area Governments	-	-	-	-	-	175,000 ^(e)	-	-	-	-	175,000	-	-	175,000
Subtotal	\$ 3,638,208	\$ 2,224,434	\$ 583,390	\$ 6,790,800	\$ -	\$ 1,678,546	\$ 92,323,421	\$ 25,554,000	\$ 13,728,908	\$ 1,520,330	\$ 19,045,662	\$ 96,068,185	\$ 32,928,190	\$ 148,042,037
Regional Total	\$ 272,349,433	\$ 7,216,775	\$ 583,390	\$ 6,790,800	\$ 68,000,000	\$ 30,908,218	\$ 298,489,919	\$ 25,554,000	\$ 80,171,035	\$ 7,493,917	\$ 451,428,686	\$ 313,200,611	\$ 32,928,190	\$ 797,557,487

(a) Revenues from a half-cent sales tax collected in Alameda, Contra Costa and San Francisco counties.

(b) Includes Regional Measure 2 funds, AB 664 Net Toll Revenue funds, 5% Unrestricted State Fund Reserves and 2% Bridge Revenue Reserves.

(c) SamTrans claims these funds on behalf of the Caltrain/Joint Powers Board.

(d) Includes funding for cities, counties and local transportation agencies not listed separately above.

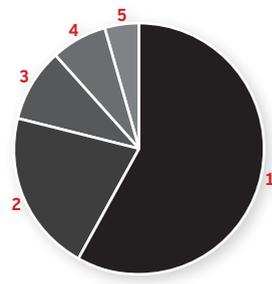
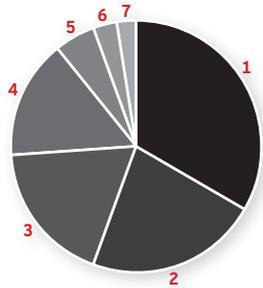
(e) Bridge-toll-funded pedestrian and bicycle allocations.

MTC Financial Highlights

Metropolitan Transportation Commission, Fiscal Year 2008-09

Created by the state Legislature in 1970 to map the transportation future of the nine-county San Francisco Bay Area, MTC today continues its planning role while also investing in and ensuring the

smooth operation of the region's public transit, highway and local roadway systems. MTC also functions as the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.



Revenues

1 State Grants	\$ 61,795,988
2 Federal Grants	41,425,972
3 Project Grants From Local Agencies	33,773,929
4 Transfers From Other Funds	28,002,792
5 Sales Taxes	9,847,813
6 Investment Income	5,785,031
7 Net Change in Fund Balances	4,294,855

Total Revenues \$ 184,926,380

Expenses

1 Allocations (by Fund Source):	
State Transit Assistance	\$ 80,325,647
AB 664 Net Toll Revenue Reserves	14,362,740
Other Governmental Funds	13,170,859
2 Professional Fees	38,452,174
3 Salaries and Benefits	17,164,185
4 Capital Projects	13,354,897
5 Other Expenditures	8,095,878

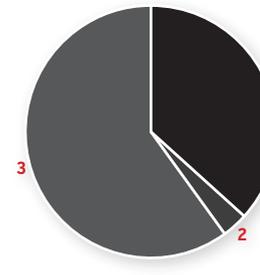
Total Expenses \$ 184,926,380

BATA Financial Highlights

Bay Area Toll Authority, Fiscal Year 2008-09

BATA administers toll revenues from the region's seven state-owned toll bridges – the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges. BATA also finances capital

and safety (including seismic retrofit) improvements to the bridges, primarily through the issuance of bonds. The FasTrak® electronic toll collection system (used also on the independently managed Golden Gate Bridge) is another BATA responsibility.



Revenues

1 Operating Revenues:	
Toll Revenue Receipts	\$ 470,136,376
Other Revenues	16,828,189
2 Non-Operating Revenues:	
Other Revenues	46,243,663
Investment Income	20,699
3 Change in Net Assets	792,615,892

Total Revenues \$ 1,325,844,819

Expenses

1 Operating Expenses:	
State of California, Caltrans	\$ 28,609,482
Allocations to Other Agencies	28,341,977
Professional Fees	27,378,953
Depreciation and Other	11,255,560
Salaries and Benefits	5,986,583
2 Non-Operating Expenses:	
State of California, Caltrans	850,275,136
Interest Expense	197,742,351
Other Agencies	132,770,459
Financing Fees	14,441,725
Other Non-Operating Expense	2,332,921
3 Transfer to MTC	26,709,672

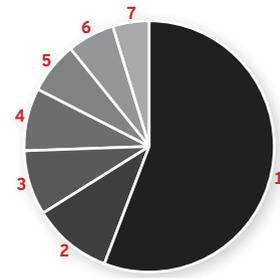
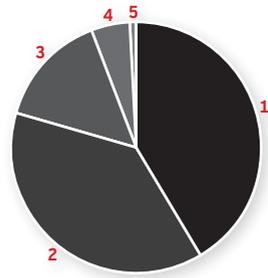
Total Expenses \$ 1,325,844,819

SAFE Financial Highlights

Service Authority for Freeways and Expressways, Fiscal Year 2008-09

SAFE oversees the operations and finances of the Bay Area's publicly sponsored motorist aid services – the roving tow trucks of the Freeway Service Patrol and the regional highway/expressway call

box program. SAFE is partially funded by a \$1-per-year fee on motor vehicles registered in the nine Bay Area counties.



Revenues

1 Caltrans and Other Agency Grants	\$ 6,481,541
2 DMV Registration Fees	5,998,475
3 Change in Net Assets	2,282,828
4 Federal Grants	765,112
5 Investment Income	128,301
Total Revenues	\$ 15,656,257

Expenses

1 Towing Contracts	\$ 8,764,626
2 Professional Fees	1,618,387
3 Transfer to MTC	1,293,120
4 Communications, Depreciation and Other	1,253,447
5 Repairs and Maintenance	1,036,045
6 Salaries and Benefits	957,832
7 State of California, Caltrans	732,800
Total Expenses	\$ 15,656,257

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Financial Report

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